



## INTIMATIONS

A. S. WATSON & CO.,  
LIMITED.

MANUFACTURERS OF

## AERATED WATERS.

of our manufacture, made under constant European supervision are sold throughout the Far East and are in variably preferred on account of their excellence.

The Machinery in use embodies every improvement up to date.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

The PRICE is only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., F.R.S., &c., the most eminent authority on Water, reports as follows on the water as prepared and used in our Factory:

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LIMITED.

THE HONG-KONG DISPENSARY.

ESTABLISHED A.D. 1841.

[28]

NOTICE TO RESPONDENTS  
Only communications relating to the news columns should be addressed to the Editor, and to the managing editor of the newspaper to whom the communication is addressed, and not to the Editor, nor to publication, but as evidence of good faith.

An letter for publication should be written on one of the following forms:

"We sincerely trust that your communication has already appeared in other papers; if so, insert."

Orders for extra copies of DAILY NEWS should be addressed to the printer, and for other papers to the managing editor.

Telephone Address: PEPPER, 86, C. C. Code.

P. O. Box 30, Telephone, 12.

BIRTH.

On the 13th October, 1899, at No. 2, St. Francis Street, Hongkong, the wife of J. T. COTTON, Inspector of Markets, of a son, J. H. Cotton, 1899.

DEATH.

On the 1st September, at St. Paul's Church, Peebles, HARRY DODGE, MONRO, late of the Hongkong Shanghai Banking Corporation, Tientsin, aged 35 years.

## The Daily Press.

HONGKONG, October 14th, 1899.

ASTOUNDING AS MR. KRUGER'S ultimatum is in its insolence some such move was perhaps to be expected. Writing as long ago as the 23rd September the "Times of Ceylon" suggested that the course resolved upon by the Ministry—to meet a week from that time to consider proposals for a settlement to be drawn up in the meantime by Mr. Chamberlain and those assisting him, without further consultation with the Transvaal—would doubtless be regarded on all sides as mainly devised to gain valuable time and it would be the South African Republics, which now stood publicly pledged to an offensive and defensive alliance, consent to play a waiting game to their evident disadvantage? The article continued—

"A very probable move on the part of the Republics now, it seems to us, will be to jointly call upon Great Britain not to move any more troops towards the Cape Colony and Natal frontiers; and that, if she does not comply, to consider her action tantamount to a declaration of war. We cannot imagine them sitting idly by while Captain Jackson and his men are fighting in the Transvaal, and about the end of the year, and that this time will again take her place on the line about the close of the first quarter next year."

For a sailing vessel to tow a steamer is quite a reversal of the usual order. A Mauritius paper reports, however, that last July a steamer schooner, *Tesora*, on a voyage from London to Mauritius, fell in with a Plymouth steamer of 3,071 tons, bound for New Zealand, which for 53 days had been drifting about with a broken propeller, and seeking shelter in Hobart, where it had been lying ever since being in the southern ocean in order to relieve possible anxiety, but it was impossible to communicate. When the weather cleared it had fresh winds from the north, but little sea. The speed was reduced and the bumping of the coupling was very little. At noon on the 9th, at 10.30, made for the Strait of Hormuz, and at 6 p.m. reached the port of Hormuz. At 10.30 p.m. the *Tesora* was about 10 miles from the N.E. At 6 p.m. anchored in 13 metres to the N.W. At 8 p.m. anchored in the port of Hormuz. At 3.30 a.m. on the 10th the engines were again working and the chief engineer thought he could guarantee our arrival at Hongkong. Set a course at 7 a.m. The squalls from the N.E. rendered navigation of the Strait impossible. At 8.30 a.m. the *Tesora* was about 10 miles from the port of Hormuz. At 10.30 a.m. the *Tesora* was about 10 miles from the N.E. At 6 p.m. anchored in 13 metres to the N.W. At 8 p.m. again working and the chief engineer thought he could guarantee our arrival at Hongkong. Set a course at 7 a.m. The squalls from the N.E. rendered navigation of the Strait impossible. At 8.30 a.m. the *Tesora* was about 10 miles from the port of Hormuz. At 10.30 a.m. the *Tesora* was about 10 miles from the N.E. At 6 p.m. anchored in 13 metres to the N.W. At 8 p.m. again working and the chief engineer thought he could guarantee our arrival at Hongkong. Set a course at 7 a.m. The squalls from the N.E. rendered navigation of the Strait impossible. 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quered, the British losing a hundred killed and wounded. Thirty-four and half hours were counted on the field after the fight.

## THE JOCKEY CLUB STAKES.

The race for the Jockey Club Stakes on Thursday resulted as follows:

## FLYING FOX.

Solitarius ... 1

Chosen ... 3

## SHIPPING REPORTS.

The British steamer *Chung Ho*, from Singapore 6th Oct., arrived Hongkong 10th, wind and waves 30-35 ft.

The British steamer *Hawser*, from Cheribon 4th Oct., had bad weather up to Direction Island, thence N. and N.E. wind, strong E. and N.E. winds with moderate seas from Macquarie Bank to port. Oct. 10th, passed steamer *Puritan*, of Macquarie Banks, steering N.E. and E.

The British steamer *Loosik*, from Bangkok 4th Oct., had moderate S.W. wind and waves to Capo Verde, N.W. wind and gale with high confused seas, steering N.E. and E.N.E. on passing the Parrot Island, and blowing a heavy gale with high sea and fierce squalls.

The British steamer *Taikow*, from Bangkok 4th Oct., had fine weather to lat. 15° N., long. 112° E., weather threatening to all appearances of a typhoon, turned and ran South 60 miles and 100 miles, 62 miles with seas of 10-12 ft. N.W. gale and high confused seas, Oct. 10th, steamed ship's course to Hongkong and, after passing strong S.E. gale and high sea to lat. 20° N., and thence to port with N.E. winds and cloudy weather.

The British steamer *Hawian*, from Foochow 10th Oct., had fine weather to lat. 15° N., long. 112° E., weather threatening to all appearances of a typhoon, turned and ran South 60 miles and 100 miles, 62 miles with seas of 10-12 ft. N.W. gale and high confused seas, Oct. 10th, steamed ship's course to Hongkong and, after passing strong S.E. gale and high sea to lat. 20° N., and thence to port with N.E. winds and cloudy weather.

The British steamer *Sardona*, sailed on the 6th Oct. for London—7,555 boxes tea (165,015 lbs. So. Co.), 283 boxes tea 5,715 lbs. So. Co., 1,000 boxes tea 4,200 lbs. sorted, 157 boxes tea 1,000 lbs. 19 cases 24 pieces, 157 boxes tea 75 cases 1,000 lbs. 14 cases 1,000 lbs. 47 cases blackwood, 23 boxes mate, 20 cases bristles, 225 boxes cases, 3,193 cases and 588 cases cases, 10 cases curries, 5 cases furniture, 325 boxes waste silk, and 12 cases feathers. For Manchester—250 boxes waste silk. For Liverpool—60 cases ginger, 1 case clothing, and 100 bales mats. For Beyrouth—25 cases cases. For London, either Hamburg—500 cases ginger, F. London and Liverpool, and Hamburg—100 cases ginger. For London and/or Manchester—32 cases waste silk. For Glasgow—250 cases ginger. For London and/or Antwerp and/or Hamburg—20 cases bristles.

## NOTICE OF FIRMS

## NOTICE

I HAVE this Day Relinquished my Position as Correspondent to Messrs. BRADLEY & CO. and have ESTABLISHED myself in Business as a GENERAL MERCHANDISE, COAL, SHIPPING and COMMISSION AGENT at No. 59, Queen's Road Central, Hongkong, under the Style and Firm of

## DARLT &amp; CO.

CHOW DART TONG.

Hongkong, 2nd October, 1899. [2481]

## WANTED

FOR an English Newspaper published in Japan, a thoroughly competent SUB-EDITOR AND REPORTER. Shorthand Writer preferred.

Apply to

## "NEWSPAPER."

Car of Office of this Paper.

Hongkong, 7th October, 1899. [2383]

## SHOP WANTED

WANTED a COMMODIOUS SHOP in QUEEN'S ROAD CENTRAL, with residential accommodation.

Apply to

## P. P.

Car of Office of this Paper.

Hongkong, 10th October, 1899. [2363]

## HONGKONG CLUB

## NOTICE

A N EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held at the CLUB HOUSE, on THURSDAY, the 19th October, 1899, at 5 P.M. for the purpose of confirming or otherwise the Resolution passed at the Extraordinary General Meeting held on the 3rd inst.

By Order,

## C. H. GRACE,

Secretary.

Hongkong, 4th October, 1899. [2570]

## HONGKONG CLUB

## STEWARD WANTED

A PPLICATIONS in writing for the position of STEWARD to the HONGKONG CLUB will be received by the Undersigned.

By Order,

## C. H. GRACE,

Secretary.

Hongkong, 2nd October, 1899. [2492]

## AMERICAN SYSTEM

## DENTISTRY

AT

## No. 39, QUEEN'S ROAD CENTRAL.

## CHADWICK &amp; KEW.

(LATE OF FOOTE & NOBLE)

Hongkong, 16th September, 1899. [234]

## McKIRDY &amp; CO.

HAVE just unpacked a large consignment of the renowned First-class NEW YORK and MONOPOLY CYCLES. These cycles are well known to have no equal.

A large assortment of accessories such as

ACETYLENE LAMPS, SILVER KING OF THE CYCLES, BICYCLES, TOOL-BAGS, SADDLES, HELMETS, WRENCHES, CYCLOMETERS, &c. &c. on hand.

Repairs executed in First-class style at very moderate rates. Enameling a specialty.

VICTORIA CYCLE EMPORIUM,

43 & 45, QUEEN'S ROAD EAST.

Hongkong, 10th June, 1899. [2461]

## ALTRG GUN.

In case with implements complete.

Bored to take short and long cartridges.

Suitable for ordinary and wild-fowl shooting.

WM. SCHMIDT & CO.,

BEACONSFIELD ACADEMY.

Hongkong, 21st September, 1899. [1112]

## FINE ARTS

## ANTIQUES

AT

## No. 39, QUEEN'S ROAD CENTRAL.

## CHADWICK &amp; KEW.

(LATE OF FOOTE & NOBLE)

Hongkong, 16th September, 1899. [234]

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ACETYLENE LAMPS, SILVER KING OF THE CYCLES, BICYCLES, TOOL-BAGS, SADDLES, HELMETS, WRENCHES, CYCLOMETERS, &c. &c. on hand.

Repairs executed in First-class style at very

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Hongkong, 10th June, 1899. [2461]

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MAUBEUGE—FRANCE

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PRICES ON APPLICATION TO

## L. SCULFORT &amp; CO.,

2319

SHIPPING REPORTS.

The British steamer *Chung Ho*, from Singapore 6th Oct., arrived Hongkong 10th, wind and waves 30-35 ft.

The British steamer *Hawser*, from Cheribon 4th Oct., had bad weather up to Direction Island, thence N. and N.E. wind, strong E. and N.E. winds with moderate seas from Macquarie Bank to port. Oct. 10th, passed steamer *Puritan*, of Macquarie Banks, steering N.E. and E.

The British steamer *Loosik*, from Bangkok 4th Oct., had moderate S.W. wind and fine weather to Capo Verde, N.W. wind and gale with high confused seas, steering N.E. and E.N.E. on passing the Parrot Island, and blowing a heavy gale with high sea and fierce squalls.

The British steamer *Taikow*, from Bangkok 4th Oct., had fine weather to lat. 15° N., long. 112° E., weather threatening to all appearances of a typhoon, turned and ran South 60 miles and 100 miles, 62 miles with seas of 10-12 ft. N.W. gale and high confused seas, Oct. 10th, steamed ship's course to Hongkong and, after passing strong S.E. gale and high sea to lat. 20° N., and thence to port with N.E. winds and cloudy weather.

The British steamer *Hawian*, from Foochow 10th Oct., had fine weather to lat. 15° N., long. 112° E., weather threatening to all appearances of a typhoon, turned and ran South 60 miles and 100 miles, 62 miles with seas of 10-12 ft. N.W. gale and high confused seas, Oct. 10th, steamed ship's course to Hongkong and, after passing strong S.E. gale and high sea to lat. 20° N., and thence to port with N.E. winds and cloudy weather.

The British steamer *Sardona*, sailed on the 6th Oct. for London—7,555 boxes tea (165,015 lbs. So. Co.), 283 boxes tea 5,715 lbs. So. Co., 1,000 boxes tea 4,200 lbs. sorted, 157 boxes tea 1,000 lbs. 19 cases 24 pieces, 157 boxes tea 75 cases 1,000 lbs. 14 cases 1,000 lbs. 47 cases blackwood, 23 boxes mate, 20 cases bristles, 225 boxes cases, 3,193 cases and 588 cases cases, 10 cases curries, 5 cases furniture, 325 boxes waste silk, and 12 cases feathers. For Manchester—250 boxes waste silk. For Liverpool—60 cases ginger, 1 case clothing, and 100 bales mats. For Beyrouth—25 cases cases. For London, either Hamburg—500 cases ginger, F. London and Liverpool, and Hamburg—100 cases ginger. For London and/or Manchester—32 cases waste silk. For Glasgow—250 cases ginger. For London and/or Antwerp and/or Hamburg—20 cases bristles.

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